



Date: April 8, 2005

To: Mayor Greg Nickels and Members of the Seattle City Council

From: Ron LaFayette, Chair, and Michelle Rupp, Vice-Chair, on Behalf of the Northgate Stakeholders Group

Subject: STAKEHOLDERS ADVICE #7 CONCERNING PLANS FOR THE 5TH AVE. NE STREETScape

The resolution establishing the Northgate Stakeholders Group assigned the Stakeholders the task of reviewing the City's final design of the 5th Ave. NE Streetscape. A Stakeholders subcommittee acted as an advisory committee for this final design process, which is focused upon significant improvements on 5th Ave. NE between Northgate Way and NE 105th.

On March 29, 2005, Stakeholders discussed the Seattle Department of Transportation (SDOT) response, deliberated upon, and endorsed this Advice by a unanimous vote.

This Advice recognizes that most of the recommendations of the Northgate Stakeholders Group regarding the 5th Ave. NE Streetscape have been adopted by SDOT, which has worked closely with the Stakeholders. The 5th Ave. NE Streetscape represents a major development in making the Northgate area more pedestrian-friendly.

Process for Deliberation

Members of the Subcommittee prepared a report in November, 2004 providing lengthy comments and recommendations on multiple elements of the project. This report was submitted to the Stakeholders for their endorsement on November 18 and was then provided to SDOT on December 1, 2004. The Stakeholders requested that SDOT formally respond to each of the Stakeholder recommendations. SDOT provided a response to the Stakeholders' recommendations on February 24, 2005. This Advice document reviews the disposition of each of those recommendations.

The Stakeholders' deliberation included these additional steps:

- On May 11, 2004, SDOT officials noted that the Phase I improvements between just south of Northgate Way and NE 105th were heading toward the implementation phase. They indicated that the City had secured \$2.5 million of the \$3 million necessary for the project and described anticipated improvements, including sidewalks, pedestrian promenade and walkways, trees in the median, and lighting for pedestrians.

- On October 26, 2004 Sandra Woods of SDOT noted modification of the project schedule due to delays in awarding the library and community center contracts. Construction was then anticipated in January, 2006. She noted that the sidewalk would be pushed back five feet to allow for trees and to increase pedestrian safety. Stakeholders agreed to form a Subcommittee to further assess SDOT plans.
- On November 18, 2004, the Stakeholders approved the Subcommittee report and asked SDOT for a written response.
- On February 24, 2005, SDOT reported on its response to Stakeholder recommendations, including adding a crosswalk, revising curb radii to slow traffic, and no change to the plan on 105th.
- On March 29, 2005, Stakeholders discussed the SDOT response, and deliberated upon and endorsed this Advice by a unanimous vote.

Elements of the Plan

As discussed above, SDOT has been responsive to major changes proposed by the Stakeholders. These include:

1. **Pedestrian crosswalk** - In all deliberations to date, Stakeholders have been focused on improving the ease of pedestrian movement throughout the Northgate area. Thus, given the designation of 5th Ave. NE as a major pedestrian street, Stakeholders were concerned that the initial Streetscape plan anticipated the removal of the north leg of the east-west pedestrian crossing at the Northgate mall driveway. On further deliberation, SDOT has added the north approach crosswalk.
2. **Signaling plan** - Stakeholders sought a modification of the pedestrian signal plan at the 5th Ave. NE and Mall crossing, requesting: a) a pedestrian phase in the signal cycle rather than pedestrian push buttons, b) movement of the control box, and c) use of mast arms rather than span wires. SDOT has agreed to these.

The following requests have been responded to in part. Stakeholders request additional attention by SDOT to each of these matters, either by agreeing to the recommendation or by taking other steps to advance their intent:

3. **Lighting** - Stakeholders have supported SDOT's intent to include pedestrian-scale lighting and have asked to see the design of lighting fixtures.
4. **Curb Radius** - Stakeholders asked for a reduction to 15' of the proposed 25-30' curb radius at the Civic Center driveway to slow turning of vehicles and thus improve pedestrian safety. SDOT plans to reduce each radii by 5' to 20-25', which stakeholders continue to believe is inadequate.
5. **Bus Shelter** - Stakeholders requested that the bus shelter on 5th Ave. NE south of the mall driveway be located so that it does not obstruct the pedestrian pathway. The location of the shelter has not been determined, though SDOT has indicated that it will likely be on the back side of the sidewalk.
6. **Intersection** - SDOT did not agree to change the plan in response to the Stakeholder recommendation that a 5' walkway and 5' planting strip be provided proximate to the new right turn lane at the intersection of NE 105th St. at 5th Ave NE.

cc: Grace Crunican, Director, and Sandra Woods, Capital Project Coordinator, Seattle Department of Transportation